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1. A construction site was on the western edge of the Moscow-Izmailovo (55°48'N/37°48'E) airfield, Moscow Oblast. It bordered on Izmailovo on the south and west and on an expansion strip of the airfield to the north. The extended area was about 1,000 meters from east to west and 400 meters from north to south and bordered on the suburb of Chernitsino on the north. PWs who were assigned to the surveying group said that 60 buildings were to be built in the area. No target date for the completion of the construction project was set, but Soviet foremen said that the buildings completed by August 1949 would be occupied prior to the Day of the October Revolution in 1949. Civilian construction engineers had charge of the construction. The work was repeatedly inspected by commissions, some members of which wore civilian clothing, and others uniforms. Individual members were flying officers. According to Soviet foremen, a residential settlement was being built but other PWs inferred from the kind and location of the buildings that these could only be troop barracks buildings which belonged to the Izmailovo airfield.
2. A number of buildings were completed by August 1949. Two buildings were occupied by civilian employees of the airfield. One building allegedly housed administrative rooms, another the officers' club, and the cellars of some buildings were used as utility rooms and food depots.
3. The airfield was north of Izmailovo and east-southeast of Cherkisovo and bordered on woods to the north and east. It was about 1 1/2 x 3 km. Six radio

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towers were north of the field. The landing field, about 1 x 2 $\frac{1}{2}$  km, had a rolled clay surface. The runway extended from ESE to WNW and had no concrete cover. A hangar, a flight control station, a shed and, according to civilians, barracks buildings were in the northern section of the field. Although night flights were made, no lighting facilities were seen.

4. In September 1949 the field was occupied by 30 twin-engine transports, similar to the Douglas; four twin-engine commercial planes with nose wheel; four PB-2s; two four-engine bombers with noticeably high tail unit, rumps of engines projecting beyond trailing edges of wings; two fighters with radial engine; one fighter with four-bladed propeller and nose wheel; two twin-engine seaplanes with retractable landing gear and wing tip floats; two twin-engine helicopters with two three-bladed lifting propellers; and one single-engine helicopter with two lifting propellers and without wings. The two twin-engine helicopters differed by the section connecting the fuselage with the engines. Their carrying capacity was four persons, their speed 180 to 200 km/h. The planes inclined conspicuously to the fore when flying horizontally. The single-engine helicopter had two lifting propellers, one on each side of the fuselage, the two propeller disk areas overlapping each other. The engine was in mid-fuselage. Struts fitted to the fuselage supported the propellers. A float-like device was under each propeller.
5. Air force and naval pilots, the latter wearing blue uniforms and white caps, were seen at the field. Flying over the field was always intensive. Soviet civilians confirmed the assumption that a pilot school was stationed at the field.
6. Between July and September 1949, eight uncamoouflaged AA guns of 76.2 mm caliber were emplaced in a low depression west of the field. The crews were quartered in tents.
7. The airfield was on the shore of a large lake, about 4 km east of the Ismailovo subway station. A runway, about 20 x 1,500 meters, a hangar, a repair hangar, and a wooden hangar for two helicopters were at the field.
8. The field was occupied by 25 twin-engine Douglas commercial planes; four four-engine aircraft with radial engines, three-bladed propeller, thick hub-cowling, noticeably high rudder assembly, plexiglass cupola on underside of fuselage, landing gear retracting to the rear, and tail wheel; seaplanes with straight wings, single rudder assembly and one radial engine above the fuselage; some biplanes; and two helicopters with plexiglass nose, three-wheel landing gear, one helicopter with three-bladed propeller, the other with two three-bladed propellers.
9. There was intensive day and night flying with twin-engine Douglas planes, even in bad weather. The two helicopters were flown almost daily.
10. All workers in the repair hangar were civilians, most of whom came daily from Ismailovo by streetcar. Naval soldiers, including ranks up to captain, were daily trucked to the field. They were also seen in the hangar on the seashore.
11. The airfield, about 1 x 2 km, was about 500 meters northwest of Ismailovo and bordered on woods to the north. Individual settlement buildings, some under construction, were east of the field. A large repair hangar, a flight control station, and a barracks building were on the edge of the field. It was rumored in the PW camp that 200 pilot students were quartered in the three-story barracks buildings on the northern edge of the field. Lighting facilities were not seen at the field.
12. The field was occupied by about 40 twin-engine transports with single rudder assembly, some single-engine fighters with radial engine, five or six biplanes, and one or two helicopters. One with two propellers was definitely seen.

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3

CENTRAL INTELLIGENCE AGENCY

25X1A

13. Take-offs, landings, and long distance flights were practiced with twin-engine planes. Individual parachute jumps were made from these aircraft.
14. The airfield was about 1,000 meters square. PWs called it a factory airfield, although no aircraft factory was seen nearby. The field was guarded by KVD sentries.
15. The field was occupied by some helicopters, among which two types were identified. One type plane was a low-wing monoplane with one propeller, straight wings, single tail assembly, landing gear, nose and tail wheels, plexiglass nose compartment, engine with two struts above the fuselage, four-bladed lifting propeller above the fuselage. The other type plane had two propellers, one wing, span about 3 meters, under the fuselage; each engine was supported by three struts, one strut fitted to the wing tip, the other two to the fuselage; fuselage about 8 meters long; one three-bladed lifting propeller above each engine; upper part of nose of plexiglass as far as leading edge of wing; one small plexiglass cockpit canopy just above wing; no landing gear was seen while the plane was in flight.
16. The helicopters of both types made several flights daily. Their flying time was between 15 and 30 minutes. The helicopter with two propellers rose perpendicularly or in a diagonal line and always landed perpendicularly. Its flying speed in level flights was estimated to be about 120 km/h. Altitudes between 500 and 1,000 meters were reached. The helicopter with one propeller usually flew exactly like the two-propeller plane. It landed either perpendicularly or in a glide. In June 1949 the engine of one plane stopped at an altitude of about 500 meters. This was particularly noticeable since the engines usually made a very loud noise, similar to that of a two-cycle engine. At first the plane was gliding a short distance and, after some fluctuations, dropped almost perpendicularly with the nose pointing up. The impact was not seen.

6 Annexes: 6 sketches.

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